

IN THE CLAIMS

The claim listing, which is unamended, is copied here as a courtesy:

Claim 1 (original): A method for controlling and/or regulating a torque transmission system in a drivetrain, a clutch torque being changed as a function of a starting resistance of the vehicle in order to implement a strategy for starting the vehicle, the method comprising the step of:

modifying the strategy so that a progression of the clutch torque is adjusted to a starting situation.

Claim 2 (original): The method as recited in claim 1 wherein the strategy influences the progression of the clutch torque as a function of the engine speed.

Claim 3 (original): The method as recited in claim 1 wherein, for the starting situation of the vehicle on a hill, the clutch torque is built up slowly.

Claim 4 (original): The method as recited in claim 1 wherein, for the starting situation of the vehicle over a curb, the clutch torque is built up rapidly.

Claim 5 (original): The method as recited in claim 1 further comprising determining a velocity of the vehicle for use in the strategy.

Claim 6 (original): The method as recited in claim 1 further comprising running a starting aid routine integrated in the strategy.

Claim 7 (original): The method as recited in claim 6 further comprising running a multistage starting aid routine in the strategy.

Claim 8 (original): The method as recited in claim 6 wherein a first stage and a second stage are provided in the starting aid routine.

Claim 9 (original): The method as recited in claim 8 wherein a higher maximum speed is implemented in the second stage of the starting aid routine than in the first stage.

Claim 10 (original): The method as recited in claim 6 wherein roll direction recognition of the vehicle is implemented in the starting aid routine.

Claim 11 (original): The method as recited in claim 10 wherein the roll direction is recognized in any driving situation of the vehicle with the aid of at least one sensor.

Claim 12 (original): The method as recited in claim 10 wherein, for the roll direction recognition, a gradient of a transmission input speed is observed at least during a predetermined time interval, a negative gradient of the transmission input speed indicating that the vehicle is rolling backward, and a positive gradient of the transmission input speed indicating that the vehicle is rolling forward.

Claim 13 (original): The method as recited in claim 6 wherein engine speed regulation is provided in the starting aid routine.

Claim 14 (original): The method as recited in claim 13 wherein, in the engine speed regulation, the clutch torque is reduced before the engine speed reaches a preset target engine speed.

Claim 15 (original): The method as recited in claim 13 wherein, in the engine speed regulation, a target engine speed is determined by a constant component in combination with a second component, the second component being a function of the engine speed gradient.

Claim 16 (original): The method as recited in claim 15 wherein the constant component in the engine speed regulation is implemented by a speed offset.

Claim 17 (original): The method as recited in claim 1 further comprising determining if the vehicle is starting on a hill, and if so, building up the clutch torque at a predetermined rate.

Claim 18 (original): The method as recited in claim 17 further comprising determining if the vehicle is against a curb, and if so, building up the clutch torque at a rate faster than the predetermined rate.

Claim 19 (original): The method as recited in claim 1 wherein the vehicle is a motor vehicle.

Claim 20 (original): A method for controlling and/or regulating a torque transmission system in a drivetrain, a clutch torque being changed as a function of a starting resistance of the vehicle in order to implement a strategy for starting the vehicle, the method comprising the steps of:

determining if a starting resistance of the vehicle is above a certain level, and

if so, modifying the strategy so that a progression of the clutch torque is adjusted by modifying a factor altering the clutch torque, the factor being modified by setting the factor to a first amount during a first time period so as to reduce the clutch torque, and increasing the factor by a predetermined rate after the first time period.